

S-E-C-R-E-T
(When Filled In)

F 9-45-85

SENSITIVE DOCUMENT CROSS REFERENCE SHEET

Date: 23 May 1968

SOURCE/CONTACT File: Frank BARTES (New Orleans)

SUBJECT (ORGANIZATION OR INDIVIDUAL) (Alicia Cruz BUSTILLO)

DATE OF DOCUMENT 18 April 1968

ORIGINATOR Services/V. Thorne

DIVISION OR STAFF Services

CASE OFFICER -

To: OS/Personnel Security Div., Paul M. Evans

FOR FURTHER INFORMATION ON SOURCE/CONTACT/SUBJECT, PLEASE REFER TO SENSITIVE DOCUMENT FILED:

CASE _____, OR

(Check) SENSITIVE DOCUMENT CONTROL NUMBER 520

CONTROL OF THE ABOVE DOCUMENT WILL BE HANDLED IN ACCORDANCE WITH DCS R 10-80.

SECURITY

S-E-C-R-E-T
(When Filled In)

PRESENTATION FORM FOR GRAPHIC MATERIAL		29 December 1966
SUBJECT TO BE CITED IN TRIPPLICATE WITH PROCESS SHEET ATTACHED		
TYPE: <input type="checkbox"/> NEGATIVE <input type="checkbox"/> POSITIVE <input type="checkbox"/> SLIDE <input type="checkbox"/> PRINT <input type="checkbox"/> GLOSSY <input type="checkbox"/> GIFT <input type="checkbox"/> LOAN		
TITLE Cuba		
SUBJECT Photographs of Fidel Castro and Other Cuban Personalities		
NUMBER OF ITEMS AND CATEGORIES: (SEE INSTRUCTIONS) 5 black and white glossy prints		
DATE OF EXPOSURE October 1959		
CHECK CLASSIFICATION OF PHOTOGRAPHS WHEN SEPARATED FROM THIS FORM. (The classification need not be the same.)		
<input type="checkbox"/> FOR OFFICIAL USE ONLY <input type="checkbox"/> CIA OFFICIALS ONLY <input type="checkbox"/> SECRET <input type="checkbox"/> CONFIDENTIAL <input checked="" type="checkbox"/> UNCLASSIFIED		
BRIEF SOURCE DESCRIPTION Cuban refugee. Former official of a Cuban railroad.		
IS SOURCE ABLE TO MAKE ADDITIONAL PHOTOGRAPHIC MATERIAL AVAILABLE? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
MAY SOURCE'S NAME BE REVEALED TO GRAPHICS REGISTER, OGD, IF REQUIRED? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
DESCRIPTION OF MATERIAL		
<p>The pictures are numbered on the back in pencil in the upper left-hand corner. The subjects are identified as follows:</p> <p>No. 1 - Second from left with beard and eyeglasses, scratching his chin, Raul Chibas, former President of Western Railways of Cuba; fourth from left in shirt sleeves and dark glasses, Frank Bertas, former President of Consolidated Railways of Cuba; Castro.</p> <p>No. 2 - Seated from left to right - Frank Bertas; Rulo Lopez Fresquet, former Minister of Treasury, Cuba; name unknown, but former head of Railway Pension Fund and person who received publicity as kidnapper of racing driver some years ago.</p> <p>No. 3 - The only persons contact can identify are Fidel Castro, Frank Bertas in shirtsleeves and dark glasses, and at far right of picture, hatless and with hair mussed, Omani Cienfuegos, holder of various posts in the Castro Government, at one time Public Works Minister.</p> <p>No. 4 - Fidel Castro, Frank Bertas in white shirt and dark glasses, Raul Chibas next to Bertas with eyeglasses and hand to beard.</p> <p>No. 5 - From left to right - Frank Bertas, removing glasses, Raul Chibas, center with hand to nose, Fidel Castro, soldier on Bertas' right is one of Castro's bodyguards.</p>		
18 JAN 1967		
FOR HEADQUARTERS USE ONLY		
OO-E NO. 21131-66	CASE NO.	DATE FORWARDED TO OR BY GMP
GR CONTROL NO.		RETURN DEADLINE (IF LOAN)
NITRATH FILM EXPLOSIVE: CHIP BY EXPRESS UNDER SPECIAL CARRIER REGULATION		

FORM NO. 121 USE PREVIOUS EDITIONS.

(47)

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PROCESS SHEET FOR OO C COLLECTIONS

FOR FIELD USE ONLY

FOR HEADQUARTERS USE ONLY

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7. SUBJECT AND AREA
Railroads (Cuba)
A 94585

8. CONTACT (Name, Title, Organization, Address or "F" Number)
Frank Bortas, Former President, Consolidated Railways of Cuba
1608 Mason South Ave.
Metairie, La.

9. SOURCE (Name, Title, Organization, Address or "F" Number)
same as contact

10. SUB-SOURCE (Name, Title, Organization, Address)

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11. EXTRA DISSEMINATION CONTROL THIS REPORT MAY BE RELEASED TO 1, 2, 3, 4 BELOW UNLESS RESTRICTED IN SECTION "H" 1. APPROVED LIST OF AGENCY CONSULTANTS 2. APPROVED EXTERNAL PROJECTS 3. NON-USA AGENCIES FOR HIS STUDIES 4. USA	12. MAY NOT BE RELEASED	CHECK THIS SECTION IF			13. ALREADY SUFFICIENTLY WELL KNOWN	
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14. FIELD REMARKS

15. EDITORIAL COMMENT
 FLEX *llh*
 CASE *dy*
 X-REF
 FILES *llh*

16. FIELD OFFICE CASE STATUS
 THIS REPORT RESPONSIVE TO REQUIREMENTS FROM (OFFICE OR AGENCY)

17. SAFETY ADDITIONAL INFORMATION WITHIN DAYS

18. FINAL REPORT ON THIS CASE YES

19. LARoy *llh* EDITOR

20. BRANCH - STAFF CHIEF

21. 20 AUG 1964

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or disclosure of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

COUNTRY	Cuba	REPORT NO.	[]
SUBJECT	Railroads	DATE DISTR	27 July 1964
		NO. PAGES	4
		REFERENCES	Supplementary to []
DATE OF INFO.	1961		CO/00 Case 43811 C-RR4-50998
PLACE & DATE ACQ.	Cuba, 1961 and earlier		

THIS IS UNEVALUATED INFORMATION

SOURCE:

Cuban citizen. Refugee who left Cuba in January 1961.

He was employed by Consolidated Railroads of Cuba for about 20 years.

The source of this information is normally available for further interrogation, should this report generate additional requirements.

1. I am 46 years old and I started working in November 1940 as an office clerk in the Havana office of the Guantanamo Western Railroad Company. In 1953 I was elected Vice President of the Consolidated Railways of Cuba, the Cuba Railroad and the Cuba Northern Railroad. In February 1954 I was elected President of the Guantanamo Western and Vice President of the Cuba Railroad and the Cuban Northern Railroad. In June 1958 I was elected President of the Consolidated Railroads of Cuba and I held this position until October 1960 when the railroads were confiscated by the Cuban Government by Law Decree No. 890. I finally left Cuba on 4 Jan 61.

2. Q. Can you tell me what was the length of the main lines operated by common carriers in Cuba and what was the total length of all branch lines combined?

A. I can only speak for the mileage of the Consolidated Railways of Cuba, which ran from Santa Clara to Camaguiy to Santiago de Cuba to Guantanamo. I would say that the main line and the branches combined would be 1400 plus miles.

3. Q. What weight of rail is most common on main lines? What is the approximate age of most main-line rail and are tie plates commonly used?

A. I would say the most commonly used rail is 80 lbs per yard. About 25 per cent of the main line has 125 lbs per yard. Sidings generally use 60 lbs per yard. The approximate age of most of the main line rail is 15 to 20 years. Tie plates are commonly used.

S-E-C-R-E-T

20 AUG 1964

S-YES

GROUP 1 Excluded from automatic downgrading and declassification

U-YES

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4. Q. How many ties exist per kilometer of main line? What type of ties are used? Are ties treated; if so, in what manner? What is the average life of ties in main-line service? Can you give an estimate of the average age of ties now in the main line?

A. To the best of my recollection, there are close to three thousand ties per kilometer of main line. The ties are of hard wood but they are not treated. The average life of the ties is about 15 years and I would say that the average age of the ties now on the main line is about 15 years.

5. Q. Locate and indicate size of principal freight classification yards and other freight yards.

A. Our main classification yards were at Santa Clara, Camaguey, Moron, Santiago de Cuba, and Guantanamo.

6. Q. Locate and describe the principal repair shops for steam and for diesel locomotives.

A. We had complete repair shops for both steam and diesel locomotives in the eastern outskirts of Camaguey City. As a matter of fact, these shops are shown on the map of Camaguey City which appears on the road map of Cuba published by Esso Standard Oil, S A, in 1956.

7. Q. Locate and describe the principal repair shops for freight and passenger cars.

A. The same shops in Camaguey City were used for the repair of freight and passenger cars. The Consolidated Railways of Cuba did all of their own repairs and in addition they did work for various sugar mills in the area.

8. Q. Is any part of the system electrified?

A. No.

9. Q. Is there a division between lines operated by diesel and steam motive power?

A. No. The Consolidated Railways of Cuba had 84 diesels and six steam engines. The six steam engines were used more or less for emergency work.

10. Q. What is the number and total length of tunnels?

A. There are no tunnels on the system.

11. Q. State the number of locomotives in each major category, of diesel, steam and electric; and, insofar as possible, break the totals down by horsepower, age and country of origin.

A. As I have stated, we had 84 diesel engines and six steam engines. I do not remember the details about these but I know that some of the diesels were 1600 horsepower, some 900 and some 600 to 650 horsepower. See [redacted]

12. Q. Please give the number of passenger cars and the number of freight cars.

A. I'm afraid that I cannot give you accurate figures. I know that we had over two thousand freight cars but I do not remember the exact number nor do I remember the number of passenger cars. See [redacted] The "on file" material contains this information.

13. Q. Were any passenger or freight cars equipped with roller bearings?

A. Yes, some, but I do not remember how many.

14. Q. Are diesel locomotives operated in multiple?

A. Yes, but not always. It depends on the weight of the train and the grade of the line.

15. Q. Does each freight train carry a caboose on its rear end?

A. Yes

16. Q. What is the average and maximum speed of passenger trains between stops?

A. Maximum speed was 50 miles per hour and average of not more than 30 miles per hour.

17. Q. Can you give the number of employees of the common carrier railroads? Is there a seasonal variation in employment?

A. I can only speak for the Consolidated Railways of Cuba which had over 10 thousand employees. There was a seasonal variation but it was very slight.

18. Q. Can you describe the main freight haulage pattern of the railway system of Cuba? Indicate major commodities and direction of movement.

A. I can speak only for the Consolidated Railways of Cuba. The main traffic was on the Cuba Railroad and the Western Railroad of Cuba. The heaviest traffic was from Camaguey to Nuevitas. The Consolidated Railways of Cuba handled one third of the Cuban sugar crop, so that most of the traffic was from the sugar mills to the coast. However, the railway also handled cattle, rice, vegetables and oil and other commodities.

19. Q. What is the average length of haul? (This was stated in a 1952 report as 36.8 kilometers.)

A. I would say that in 1960 it was about the same as in 1952.

20. Q. What are the principal routes of passenger movement? How dense are such movements?

A. I would say to and from Havana. I would estimate that in this traffic the railroads carried about six thousand passengers per day.

21. Q. Is daily commutation a significant factor in the movement of passengers.

A. It is not a significant factor.

22. Q. Is less-than-parcel movement of relative importance in the total movement of Cuban freight?

A. I would say that it is not very important.

23. Q. With respect to imports and exports, what ports are used for greatest interchange of tonnage between the railroads and ocean shipping? To what extent are these same ports or any others used for interchange with coastwise shipping?

A. Speaking for the Consolidated Railways of Cuba, I would say Nuevitas, Tarafa, Pastellio, Santiago de Cuba, Boqueron, Antilla, Santa Cruz del Sur, and Casilda. I would say that any interchange with coastwise shipping is insignificant.

24. Q. In what condition are the principal highways of Cuba?

A. There is only one main highway on the island which runs practically the entire length of the island from Pinar del Rio to Havana to Santiago de Cuba. This highway was in poor condition when I left Cuba in 1961.

25. Q. What commodities are moved by motor transport and coastal shipping?

A. Sugar, wood and general commodities.



- 26. Q. What is the general pattern and direction of flow of this traffic?
 - A. From country to cities.
- 27. Q. What considerations determine the selection of the means of transport for the major commodities moved?
 - A. Price, time, nature of commodity, and facilities.
- 28. Q. What pipelines, if any, are located in Cuba?
 - A. None to my knowledge.

- and -

Lang: 547

SECRET / SENSITIVE

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PROCESS SHEET FOR OO C COLLECTIONS

FOR FIELD USE ONLY

FOR HEADQUARTERS USE ONLY

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G. SUBJECT AND AREA
Case 42888 (Cuba)

H. CONTACT (Name, Title, Organization, Address or 'T' Number)
Frank Bertas
Former President, Consolidated Railways of Cuba
New Orleans, Louisiana

I. SOURCE (Name, Title, Organization, Address or 'T' Number)
Same as contact.

J. SUB-SOURCE (Name, Title, Organization, Address)

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L. AREA

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M. EXTRA DISSEMINATION CONTROL
THIS REPORT MAY BE RELEASED TO 1, 2, 3, 4 BELOW UNLESS RESTRICTED IN SECTION "N"

N. CHECK THIS SECTION IF RELEASABLE

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O. APPROVED LIST OF AGENCY CONSULTANTS

P. APPROVED EXTERNAL PROJECTS

Q. NON-USE AGENCIES FOR HIS STUDIES

R. USA

S. FIELD REMARKS

T. EDITORIAL COMMENT

ATTACH. NOT RETURNED TO CONTROL WITH P.S.

FILED *cm*

U. FIELD OFFICE CASE STATUS
THIS REPORT RESPONSIVE TO REQUIREMENTS FROM (OFFICE OR AGENCY)

V. EXPECT ADDITIONAL INFORMATION WITHIN (DATE)

W. FINAL REPORT ON THIS CASE

YES	NO
<i>lat</i>	<i>ncf</i>

X. WRITER *lat* **Y. BRANCH STAFF CHIEF**

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This document contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Cuba	REPORT NO.	
SUBJECT	Condition of Railroads in Cuba	DATE DISTR.	8 June 1964
		NO. PAGES	2
		REFERENCES	
DATE OF INFO.	1963		
PLACE & DATE ACQ.	--, Dec 63		

THIS IS UNEVALUATED INFORMATION

SOURCE: Cuban citizen.

Former executive of Consolidated Railroads of Cuba who fled from Cuba in 1961.

The source of this information is normally available for further interrogation, should this report generate additional requirements.

On file in CIA Library is a copy of "Consolidated Statements of Rolling Stock," years ending 30 Jun 59 and 58, published by the Consolidated Railroads of Cuba, and a copy (in Spanish) of a statement of the condition of the rolling stock of all Cuban railroads, published by the Cuban Ministry of Transport and dated Havana, 2 Jul 63, both of which documents are referred to in the following report. - UNCLASSIFIED.

1. From time to time I have received information from some of my former employees who are still employed by the Consolidated Railroads of Cuba (which was taken over by Castro) giving me information as to the condition of the railroads.
2. The information which I have received from time to time is to the effect that because of poor maintenance, lack of spare parts and general inefficiency, the railroads in Cuba are all but inoperative.
3. I am told that this year [1964], for the first time since Castro has been holding his big meetings in Havana on May Day, he did not transport people from the country to Havana by railroad. I judge from this that the railroads were incapable of transporting large numbers of people as they had in the past.
4. I have received from Cuba a statement concerning the condition of the rolling stock of all railroads in Cuba for the fiscal year June 1962 - June 1963.
5. A comparison with the statement of rolling stock of the Consolidated Railroads of Cuba only for the years ending 30 Jun 58 and 59 (which is the last statement prepared by the company before Castro seized the railroads) will show the deplorable condition of the rolling stock.

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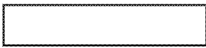
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GROUP 1
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declassification

3 JUN 1964

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6. Of course, should Castro succeed in obtaining the locomotives which he has ordered from France, the condition of the railroads will be immeasurably improved.

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Lang: 547

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2. CONTACT (Name, Title, Organization, Address or "F" Number) J. Douglas Singer New Orleans, Louisiana																		TYPE S.I.C. NO.		DATE DISSEMINATED																														
3. SOURCE (Name, Title, Organization, Address or "F" Number) Frank Bartes Formerly of Havana, Cuba Now of New Orleans, Louisiana																		GROUP 1-1. S.I.C. NO. DISSEMINATED REPORT NUMBER		DATE DISSEMINATED																														
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